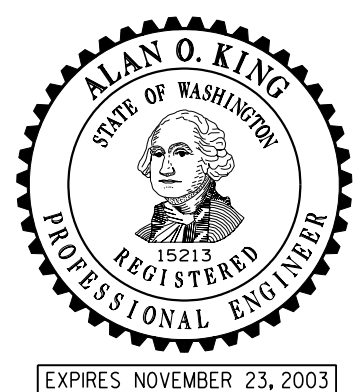


- NOTES
1. SIGN SEQUENCE IS THE SAME FOR BOTH DIRECTIONS OF TRAVEL, ADJUSTED FOR THE DIRECTION OF ROADWAY CURVES.
 2. FLASHING WARNING LIGHTS (TYPE B, MUTCD) AND/OR FLAGS SHALL BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS.
 3. EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNS NO LONGER APPLICABLE SHALL BE REMOVED. TEMPORARY PAVEMENT MARKINGS SHALL BE USED TO DELINEATE BYPASS DETOUR.
 4. RAISED PAVEMENT MARKERS AND/OR TEMPORARY GUIDEPOSTS MAY BE USED ON BYPASS AS DIRECTED BY THE ENGINEER.
 5. STEADY BURNING WARNING LIGHTS (TYPE C, MUTCD) SHALL BE USED TO MARK TRAFFIC CONTROL DEVICES AT NIGHT.
 6. WHERE ADVISORY SPEEDS ARE 30 MPH OR LESS, REVERSE TURN SIGNS SHOULD BE USED. OTHER CURVE OR TURN WARNING SIGNS MAY BE SUBSTITUTED TO DEPICT ROADWAY ALIGNMENT AS APPROPRIATE.
 7. ROADSIDE BARRIERS AND END TREATMENTS SHALL BE CRASHWORTHY.

SIGN SPACING = X (FEET)		
Rural Roads	45/55 MPH	500'+-
Urban Arterials & Rural Roads	35/40 MPH	350'+-
Rural Roads Urban Streets Residential Areas & Business Districts	25/30 MPH	200'+-
All signs are black on orange unless otherwise designated.		

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

- LEGEND
- WARNING FLAG - FLUORESCENT RED/ORANGE
 - FLASHING WARNING LIGHT
 - TEMPORARY TRAFFIC CONTROL DEVICES
 - TYPE 3 BARRICADE
 - SIGN LOCATION - POST MOUNT
 - TEMPORARY IMPACT ATTENUATOR (WHEN SPECIFIED IN CONTRACT)



**ROAD CLOSURE
WITH DIVERSION**
STANDARD PLAN K-1

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Harold J. Peterfeso 12-20-02
STATE DESIGN ENGINEER DATE



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.